

INFORMATION

The object for which the meeting is  
 stated in the Notice posted in the Hall  
 Club.  
 By Order of the General Committee,  
 EDWARD B. [Signature]  
 Secretary  
 Hongkong, 10th October, 1984.

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## NOTICE.

A. S. WATSON AND CO.  
FAMILY AND DISPENSARY  
CHEMISTS.

By Appointment to His Excellency the Governor and His Royal Highness the Duke of Edinburgh.

WHOLESALE AND RETAIL DRUGGISTS  
PERFORMERSPATENT MEDICINE VENDORS  
DESTRUCTIVE SUBSTITUTESAnd  
ERATED WATER MAKERS.SHIPS' MEDICINE CHESTS REEQUIPPED  
PASSENGER SHIPS SUPPLIED.

Notice.—To avoid delay in the execution of Orders, it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co., or HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.  
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until cancelled.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Communications on editorial matters should be addressed to "The Editor" and to the business "The Manager," and not to individuals by name.

Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

## The Daily Press.

HONGKONG, OCTOBER 17th, 1934.

The Paris correspondent of *The Times*, says:

It might, indeed, have been hoped that the establishment of regular diplomatic relations between China and Europe would have tended to prevent collisions; but this hope has not been realized.

The European Ambassadors at Peking do not appear to exercise any collective action on the Chinese Government. Possibly they are too jealous of one another to study the common interests of the West in China, or else the Chinese Ministers are too arrogant to deign to listen to their advice.

That the Chinese are too arrogant to willingly accept advice is true enough, but that the European Ambassadors at Peking do not exercise any collective influence is very far from being the case.

Whatever may be the extent of the influence, there can be no doubt of its collective nature. The co-operative policy has been adopted by European nations in China, and whether it be the Ministers at the Capital or the Consulate at a treaty port, act generally as a body rather than individually.

In special cases it becomes the duty of the representative of a country to act on his own responsibility, but where the general interests of foreigners are involved the Ministers or Consuls act unitedly. To say that the Ministers "are too jealous of one another to study the common interests of the West in China" is to display an entire unacquaintance with the course pursued for many years past.

Whether the co-operative policy possesses all the advantages claimed for it is open to question, but it is the one that has been adopted, and in view of the conditions which have arisen from it at the ports, and notably at Shanghai, it would be difficult to alter it. The French have held themselves somewhat aloof, it is true.

The French settlement at Shanghai still remains French, but the English and American settlements have become thoroughly cosmopolitan.

Amongst the numerous rumors which have been current lately in relation to affairs in the Far East, it was stated the other day that Prince Bismarck would secure German settlements at the various ports. If this were true, which we much doubt, it would probably herald a break-up of the co-operative system. This is a result which would not be altogether regrettable.

Although the system may have smoothed away difficulties in some cases, it has nourished them in others, and from exercising directly the influence to which her large interests in China entitle her. Communications with the Chinese authorities, except in special cases, are conducted through the dozen of the diplomatic or consular body, who is more likely than not to be the representative of a country whose trade with the Far East is insignificant as compared with that of Great Britain.

As regards the latter, the policy has justly been styled one of self-interest. But, even looking at it from a general point of view, there can be little doubt that in some cases a collective representation has less influence than an individual one.

It is everybody's business in nobody's business, and the Chinese, on receiving a collective note, may not unreasonably think that no single nation will use force to compel compliance with its demands. The case of the Shanghai detective, *Bismarck*, is an instance in point. This man was condemned to death by the Chinese authorities, unjustly as the Shanghai community think, and representations were made through the consular body to the diplomatic body at Peking, who communicated with the Chinese Government. The result is that a new trial has been ordered. The detective was the servant of the Shanghai Municipality. Had he been the servant of the British Government, or of the German Government, or of any corporate body subject to any one Government exclusively, there can be little doubt that a request by the Government concerned would have secured the unconditional release of the accused; indeed it is almost impossible that the case would ever have been allowed to reach the stage it has. Public Companies are said to have no bodies to be kicked or souls to be damned. The cosmopolitan community of Shanghai would seem to be destitute of any power to back up what the French would call their "just rights." It differs from a public company in so far that while the latter is usually supposed to be able to kick while enjoying an immunity from being kicked, the Shanghai Municipality may be kicked but cannot retaliate the attention. This is one of the results of the co-operative policy.

In his remarks on the Chinese diplomatic in Europe, the correspondent is more so-

curate. He says: "Their diplomatic functions, and consequent journeys between London and St. Petersburg, or Paris and Berlin, are not calculated to give them a thorough acquaintance with the nations to which they are accredited. So far from French relations with China having benefited by Paris having half a Chinese Ambassador, they have probably suffered from the fact." Of this we think there can be little doubt. The correspondent goes on:

"As there may be just sufficient knowledge to misquote, it may be feared that Chinese Envoys acquire just sufficient knowledge to mislead their superiors. However talented and painstaking, they can scarcely, indeed, be expected to fathom the mysteries of Parliamentary institutions. The power or the sincerity of the Opposition is not likely to be gauged by them. At one stage of the Franco-Chinese negotiations the Chinese undoubtedly calculated on Ministerial instability and Parliamentary dissensions, and to say they calculated, is tantamount to saying they miscalculated. They cannot be expected to master the niceties of political strategy. They are in danger of taking seriously Parliamentary or journalistic criticisms, which are a mere matter of form, and to mistake for actual friendships to themselves and versions of political opponents." The enigma and the enigmas of the Marquis Tse are corroborative of these remarks. He altogether misunderstood the course of events in France and Europe generally, and completely misled his Government with respect to them.

The telegram published to-day would seem to indicate that funds for the French occupation of Tonquin are not too readily obtainable. On the 10th December last a credit of 20,000,000 francs was voted by the Chamber of Deputies, and on the 15th August last another credit of 45,000,000 francs was unanimously consented to. The French Ministry are now compelled to ask for another vote, but this time they apply for a very modest sum, 10,000,000 francs. This amount, however, can only prove a drop in the ocean of Ministerial needs. Considering that there are about twenty thousand troops of all arms now in Tonquin, it is obvious that ten or eleven million francs will go very little way towards the expense of maintaining that large force. If M. FEBRY had asked for three hundred million francs he would not have been making an extravagant demand, for, unless the Chinese soon throw up the sponge, the operations in Tonquin must prove protracted and costly. The climate and the country will fight against the French, and more of the soldiers probably will succumb to fever than to the weapons of the Chinese. Meantime the operations at Kowloon must have involved considerable expenditure, and the occupation of North Formosa will not be effected without a large outlay of money. So far no vote has been asked for the prosecution of hostilities on the China coast and in Formosa, though it is pretty certain that if the war continues M. FEBRY must ask for a large credit for this purpose. He will get it, of course, but the provinces will grumble at the cost of a war some of them still maintain ought to have been avoided. The war has been entered upon, and will have to be pursued to the end, *malgré les dépenses*. The bill is daily being augmented, and the longer the war continues the worse it must be for the vanquished.The Japanese ship *Amatsuk*, Commander Toga, arrived at Amoy on the 15th inst. from Tamsui.The Agents (Messrs. Molchers & Co.) inform us that the British steamer *Welcome*, from Hongkong, left Manila yesterday morning for Hongkong.

The Criminal Sessions are adjourned to the 22nd inst. We are requested to announce that gentlemen summoned as jurors need not attend until that date.

The British barge *H.E. Tappin* went over to the Cosmopolitan dock yesterday. To-day the British steamers *Diamond* and *Crescent* and H.M.S. *Tweed* will go over to the Kowloon dock.In future the news for the mail will be furnished with the *Daily Press* weekly instead of fortnightly. We are requested to announce that in some cases, it has been found that from exercising directly the influence to which her large interests in China entitle her. Communications with the Chinese authorities, except in special cases, are conducted through the dozen of the diplomatic or consular body, who is more likely than not to be the representative of a country whose trade with the Far East is insignificant as compared with that of Great Britain.

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The French corvette *Vipère*, Commander Villard, arrived here yesterday from Hainan.The *Strait Times* of the 8th inst. says:—"The French transport *Chamorro*, which should have left yesterday morning for Saigon, is still in port awaiting instructions from Europe. She has had steam up the whole day ready to start at a moment's notice. It is probable she will be requisitioned by Admiral Corbet, as the troops on board would be very useful at Tamsui at the present moment."

LATEST TELEGRAMS.

LONDON, 15th October.  
FRENCH VOICE OF CREDIT FOR TONQUIN.

The French Chambers were re-opened yesterday.

In the Chamber of Deputies a Bill was introduced asking for a vote of credit of 10,000,000 francs for Tonquin.

SEVERE FIGHTING IN TONQUIN.

The French corvette *Vipère*, which arrived here yesterday from Hainan, brings news of severe fighting in Tonquin, but the details are rather scanty, the report having been received very shortly before the *Vipère* left.

Two engagements are said to have taken place, one on the 7th and one on the 8th. The commencement of the fighting was an attack by the Chinese on two French river gunboats, which were a long way up country in the direction of Tonquin. The military force of the Chinese was very heavy. The French gunboats were badly hit, and it is said that several points of the French gunboats were set on fire. The French gunboats were badly hit, and it is said that several points of the French gunboats were set on fire. The French gunboats were badly hit, and it is said that several points of the French gunboats were set on fire.

The following day General Nupier attacked the Chinese in force, and a very severe engagement ensued. After heavy fighting the French carried the Chinese works by assault, killing 600 of the enemy and wounding from 700 to 1,000. This is no doubt the engagement of which the *Strait Times* received telegraphic information. More exact details will probably be received by the next steamer. It is said that the captain of one of the French gunboats was killed.

THE LOSS OF THE BRITISH STEAMER "KEELUNG."

The following is the finding of the Court of inquiry held at the British Consulate, Amoy, on the 11th inst., to inquire into the loss of the Chinese Navigation Company's steamer *Keelung*.It appears from the evidence given before this Court, that the *Keelung* sailed from Swatow on about the 8th October, 1934, bound for Shanghai, with a cargo of sundries and a crew of fifty hands, and two Chinese passengers.

The Court, having regard to the above circumstances, finds as follows:

1.—That the steamer *Keelung* was lost near the Doo-Loe Islands, on the morning of the 10th October, 1934.2.—That the Master of the *Keelung* was steering the usual course, but made no allowance for the Doo-Loe Islands, and ran aground on the morning of the 10th October, 1934.3.—That the Master of the *Keelung* was negligent in not making a proper allowance for the Doo-Loe Islands, and in not making a proper allowance for the Doo-Loe Islands, and in not making a proper allowance for the Doo-Loe Islands.4.—That the Master of the *Keelung* was negligent in not making a proper allowance for the Doo-Loe Islands, and in not making a proper allowance for the Doo-Loe Islands, and in not making a proper allowance for the Doo-Loe Islands.5.—That the Master of the *Keelung* was negligent in not making a proper allowance for the Doo-Loe Islands, and in not making a proper allowance for the Doo-Loe Islands, and in not making a proper allowance for the Doo-Loe Islands.6.—That the Master of the 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## THE FRENCH IN NORTH FORMOSA.

RENEWED BOMBARDMENT OF TAMSUI.

LANDING AND REPULSE OF THE FRENCH.

[FROM OUR CORRESPONDENT.]

TAMSUI, 7th October, 1934.

My last contained a record of certain events noted up to this morning, and which was forwarded to you via Amoy by the *Fokien*. During the afternoon we observed that although it was apparently "washing day" on board the *La Galassière* and other vessels of the fleet, preparations were going on, which were unmistakable. Several boats from various ships were lowered, and although no firing took place on the morning of the 7th, the French were being on the move.

Several of the French gunboats were lowered, and although no firing took place on the morning of the 7th, the French were being on the move.

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**SHIRAZ.** Shirk in the Altair of Shiraz, which is crossed in one day, and that of Khorroin in seven (two days less than the usual time). Only one group of wells is found half-way, which is called Shiraz-bitter. None but camels and Bedouins can drink it. No water to be had there. It is the only desert where no guides are needed, for the track is perfectly marked by the skeletons of camels and cattle, which, as I counted them, average 20 to the mile on the best parts of the trail, and 400 on the worst. Thousands of camels and oxen perish there yearly. The latter are driven from the Upper Nile, and are found in 48 hours on the march, and a large proportion of them die on the way. The hyenas and vultures, which are the only denizens of the steppes, pick their bones clean before the next morning, and the fierce sunbaked dunes the hills and bones, so that the stench of carion never taints the desert air.

## COMMERCIAL INTELLIGENCE.

THURSDAY, 16th October.

Quotations are—  
Malwa (New), \$500 per picul, also, of 14 to 24 Malwa (Old) \$55 to \$590 per picul, also, of 2 to 24 Malwa (New) \$355 to \$560 per chest.  
Bamboo (New) \$371

## EXCHANGES.

On London, on demand, 3/94  
Bank Bill, at 30 days sight, 3/83  
Bank Bill, at 4 months sight, 3/73  
On Hongkong, at 3 days sight, 2/24  
On Calcutta, at 3 days sight, 2/24  
On Shanghai, at 3 days sight, 2/24  
On Amoy, at 3 days sight, 2/24  
On Swatow, at 3 days sight, 2/24  
On Hongkong, at 3 days sight, 2/24  
On Amoy, at 3 days sight, 2/24  
On Swatow, at 3 days sight, 2/24

## SHARES.

Hongkong and Shanghai Bank Shares—103  
Union Insurance Society of Canton, Limited—\$500 per share.  
China Traders' Insurance Company's Shares—\$500 per share.  
North China Insurance—\$1,400 per share.  
Yangtze Insurance Association—\$1,400 per share.  
Chinese Insurance Company, Limited—\$180 per share.  
On Tai Insurance Company, Limited—\$148 per share.  
Canton Insurance Office, Limited—\$80 per share.  
Hongkong Fire Insurance Company's Shares—\$330 per share.  
China Fire Insurance Company's Shares—\$31 per share.  
Hongkong and Whampoa Dock Company's Shares—44 per cent. prem.  
Hongkong, Canton, and Macao Steamboat Co.'s Shares—\$32 per share.  
Indo-China Steam Navigation Co.'s Shares—25 per cent. discount.  
China and Manila Steamship Company, Limited—25 per cent. discount.  
Douglas Steamship Company, Limited—Par. nominal.  
Hongkong Gas Company's Shares—\$34 per share.  
Hongkong Hotel Company's Shares—\$45 per share.  
China Sugar Refining Company, Limited—102 per share.  
China Sugar Refining Company (Debtenture)—nominal.  
Luzon Sugar Refining Company, Limited—\$71 per share.  
Hongkong Ice Company's Shares—\$140 per share.  
Hongkong and China Bakery Company, Limited—\$100 per share.  
Perak Tin Mining and Smelting Company—\$42 per share.  
Selangor Tin Mining Company—\$35 per share.  
Perak Sugar Cultivation Company—\$16 per share.  
Hongkong Rope Manufacturing Company, Limited—\$60 per share.  
Chinese Imperial Loan of 1881—3 per cent. dis.

## HONGKONG TEMPERATURE.

(From Messrs. F. & Co.'s Barometer.)  
Thermometer—54.0  
Barometer—30.0  
Thermometer—54.0  
Barometer—30.0  
Thermometer—54.0  
Barometer—30.0  
Thermometer—54.0  
Barometer—30.0  
Thermometer—54.0  
Barometer—30.0

## HONGKONG TIDE TABLE.

17th to 23rd October, 1884.  
High Water.  
Low Water.  
High Water.  
Low Water.  
High Water.  
Low Water.  
High Water.  
Low Water.  
High Water.  
Low Water.

## CHINA COAST METEOROLOGICAL REGISTER.

14th October, 1884.  
Station.  
Temperature.  
Wind.  
Rain.  
Station.  
Temperature.  
Wind.  
Rain.

## METEOROLOGICAL REGISTER.

16th October, 1884.  
Station.  
Temperature.  
Wind.  
Rain.  
Station.  
Temperature.  
Wind.  
Rain.

## METEOROLOGICAL REGISTER.

17th October, 1884.  
Station.  
Temperature.  
Wind.  
Rain.  
Station.  
Temperature.  
Wind.  
Rain.

## METEOROLOGICAL REGISTER.

18th October, 1884.  
Station.  
Temperature.  
Wind.  
Rain.  
Station.  
Temperature.  
Wind.  
Rain.

## INSURANCES.

## NEW YORK LIFE INSURANCE COMPANY.

LIFE ASSURANCE ONLY.  
Purely mutual; all profits belong to Policyholders and are made annually.  
STATISTICAL YEAR ENDING 31st December, 1883.  
Accumulated Fund—\$11,979,944  
Reserve Fund—\$2,139,338  
Income for year 1883—\$2,217,569  
C. SETON LINDSAY,  
Superintendent of the East  
Department of the East  
BIRLEY, DAIRYMPL & Co.,  
Agents, Hongkong.

## THE MANHATTAN LIFE INSURANCE COMPANY OF NEW YORK.

156 & 158, BROADWAY.  
THE Undersigned having been appointed Agents for the above Company are prepared to take applications for LIFE INSURANCE at reduced rates.

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Agents for the above Company are prepared to take applications for LIFE INSURANCE at reduced rates.  
HONGKONG, 1st August 1884. [1113]

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## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
HAVRE AND HAMBURG, &c.	Atalanta (str.)	E. G. Pfaff		Stensson & Co.	On or about 22nd inst.
HAVRE AND HAMBURG, &c.	Johanna	Bannan	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE AND LONDON	Darmouth	Pinton	Hongkong	Arnold Karberg & Co.	Quick despatch.
LONDON AND HAMBURG, &c.	Morte	Warlike	Hongkong	Carlowitz & Co.	Quick despatch.
LONDON AND HAMBURG, &c.	Merionethshire (str.)	Williams		Arnold Karberg & Co.	On or about 22nd inst.
LONDON VIA SUEZ CANAL	Glengarry (str.)	Taylor		Jardine, Matheson & Co.	On or about 26th inst.
LONDON VIA SUEZ CANAL	Telenusku (str.)	Jones	Hongkong	Batterfield & Swire	To-morrow.
MARSEILLES VIA SAIGON &c.	Oma (str.)	Kapate		Messageries Maritimes	On 21st inst., at Noon.
TRIPOLI	G. Keddah (str.)	Ward		Messageries Maritimes	About 23rd inst., at Noon.
NEW YORK	Carric Huckle	Simanton	Hongkong	Arnold Karberg & Co.	Quick despatch.
NEW YORK	Grande	Evans	Hongkong	Arnold Karberg & Co.	Quick despatch.
NEW YORK	Emily Reed	Sheldon	Hongkong	Russell & Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	Llewellyn J. Morse	Yezair	Hongkong	Russell & Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	Chin-tung (str.)	Pearson		Russell & Co.	On 20th inst., at 5 P.M.
PARIS FRANCISCO VIA YAMAGUCHI	City of Tokio (str.)		Hongkong	P. M. S. S. Co.	On 28th inst., at 3 P.M.
SYDNEY AND MELBOURNE	Timor (str.)	Peters		Russell & Co.	On 21st inst., at 4 P.M.
SYDNEY & MELBOURNE, &c.	Guthrie (str.)	Craig	Hongkong	Russell & Co.	On 25th inst., Daylight.
CANTON	Tai-shan (str.)	Boswell	Hongkong	Russell & Co.	To-day, at 3 P.M.
SWATOW AND AMOY	Chin-tung (str.)	Wing		Russell & Co.	On 20th inst., at 5 P.M.
SHANGHAI	Burgos (str.)	Ohlenrudt		Russell & Co.	Quick despatch.
MANILA VIA AMOY	Marco (str.)	Hohlmann	Hongkong	Brandao & Co.	To-day, at 3 P.M.
SWATOW AND PEKING	Chin-yuen (str.)	Wallace	Hongkong	Hongkong Logistic & Co.	To-morrow, at 3 P.M.
SWATOW, AMOY, & HOOGHOO	Kwangtung (str.)	Wong	Hongkong	Russell & Co.	On 20th inst., at Noon.
SWATOW AND AMOY	Kory (str.)	Malcom	Hongkong	Russell & Co.	To-day, at 4 P.M.
AMOY	Calobas (str.)	de Haan	Hongkong	Jardine, Matheson & Co.	To-morrow, at 3 P.M.



